



EARLY DESIGN GUIDANCE OF THE  
WEST DESIGN REVIEW BOARD

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**Project Number:** 3029562

**Address:** 513 1<sup>st</sup> Ave N

**Applicant:** Steve Bohlman, Jackson Main Architects

**Date of Meeting:** Wednesday, February 07, 2018

**Board Members Present:** Homero Nishiwaki  
Stephen Porter  
Patreese Martin

**Board Members Absent:** Christine Harrington  
Brian Walters

**SDCI Staff Present:** Beth Hartwick

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**SITE & VICINITY**

**Site Zone:** SM-UP 85 (M1)

**Nearby Zones:** (North) SM-UP 85 (M1)  
(South) SM-UP 85 (M)  
(East) SM-UP 65  
(West) SM-UP 85 (M1)

**Lot Area:** 14,400 sq. ft.

**Access:** The site has access from 1<sup>st</sup> Ave N and an alley.

**Environmentally Critical Areas:** None

**Current Development:**

The site is currently occupied with a one store structure housing a collection of commercial uses. The structure was built in 1949.



**Surrounding Development and Neighborhood Character:**

Directly to the south is a three story brick hotel and directly to the north is a three story apartment structure. Across the alley are parking lots for a restaurant and retail structure. Across 1<sup>st</sup> Ave N is a recently built 6 story mixed use building. One block to the east is the western edge of Seattle Center and one block to the west is the SIFF theater. Many of the older structures are brick, mixed in with an eclectic range of one to three story structures built over the past 100 years.

The site is located within the Heart of Uptown Character Area.

1<sup>st</sup> Ave N is a major access street from downtown into the heart of Uptown, Seattle Center and Queen Anne. The intersection of 1<sup>st</sup> Ave N and Mercer St is considered an Uptown Heart location.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance for an 8-story, 134-unit apartment building with street level retail. Parking for 31 vehicles to be provided. Existing structures to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

**Mailing**    **Public Resource Center**

**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:**    [PRC@seattle.gov](mailto:PRC@seattle.gov)

**EARLY DESIGN GUIDANCE February 7, 2018****PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Stated that the design fits in with the current and future plans for Uptown.
- Supported the enhanced pedestrian experience.
- Supported the ground plane for pedestrian and retail ground level space that is flexible.
- Supported the use of quality materials and good detailing.
- Supported the investment in a through block passage and the alley treatment.
- Encouraged the design team to reach out to KEXP, SIFF and other nearby local organizations.

- Supported the smaller size of the commercial spaces as they will be appropriate for the Uptown neighborhood.
- Supported the upper level step down on Option 3 as it will provide for greater solar exposure.
- Stated that the code requirement to setback along the street facing façade above 45' is an error and the intention was to have the setback start at 65' in height.
- Supported and encouraged a design that will create pedestrian friendly alleys.
- Encouraged public art.
- Supported the glass residential entry.
- Encouraged sustainable design.

SDCI staff also summarized design related comments received in writing prior to the meeting:

The following comments came from SDOT:

- Encouraged a pedestrian friendly environment that will encourage people to walk, bike and take transit to and from the site.
- Encouraged a continuous planting strip to provide a buffer between the curb and sidewalk.
- Noted that as the site is located with a pedestrian zone the ROW manual recommends as an 8' wide sidewalk.
- Preferred Options 1 and 2 as they provide a more generous pedestrian space along 1<sup>st</sup> Ave N.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Massing:** The Board supported the design team's preferred Option 3 with its half block passage (see below) and the upper level setbacks at the north and south property lines. The Board supported the breakup of the facade facing 1<sup>st</sup> Ave N into two distinct masses with different materiality and stated that quality detailing will be important. The Board was concerned that the interior layout of the residential units along 1<sup>st</sup> Ave N would not activate that street facing façade. (CS2-C-2, CS2-D-5, DC2-B-1, DC2-III-I) The following guidance was given:

- a. Break up the 1<sup>st</sup> Ave N façade into two distinct masses, with different material treatments and height if needed. Detailing of the materials is key. [The Board indicated support for departures to allow the street facades to extend beyond 45' in height (up to 65' height for one massing and up to 75' for the other massing section), if needed to achieve this guidance. See departures below.] (DC2-B-1, DC2-III-I)
  - b. The Board supported a more contemporary approach to materials and detailing and gave guidance to not provide a cornice, to avoid looking historic. (CS3-A-1, CS3-A-2, DC4-A)
  - c. Resolve the relationship of the gasket between the two masses and the windows on 1<sup>st</sup> Ave N. (DC2-B-1)
  - d. The Board supported the deck locations on the south façade and asked to be see a dimensioned plan at Recommendation. (DC2-B-1)
  - e. Consider having more residential units face 1<sup>st</sup> Ave N and providing active spaces that will provide “eyes on the street” and activate the facade. (PL2-B-1)
- 2. **Materiality:** The Board gave guidance to use contrasting high quality materials and was supportive of material changes between the two street-facing masses. (DC4-A)
  - a. The Board supported a more contemporary approach to materials and detailing. (CS3-A-2, DC4-A)
  - b. Consider incorporating finely textural materials. (DC2-D)
  - c. Choose materials to enhance the design concept of the protruding elements on the south elevation. (DC2-D, DC4-A)
- 3. **Half Block Through Passage:** The preferred Option 3 showed a pedestrian passageway along the south property line, between the proposed structure and the existing hotel to the south. The applicant noted that to make the proposed 21'-5" wide passage viable, an easement with the hotel property to the south would be needed, as 11'-5" of the passage would happen on the hotel site. The Board encouraged the design team to work on securing the easement and to have it recorded with King County before the Recommendation meeting. The Board also gave guidance that if the easement cannot be secured by the time of Recommendation, an alternative option should be presented. (PL1-B, PL2 Uptown)
  - a. Locate the residential entry along this passageway as shown, to help ensure activation of the passageway. (PL3-A-2)
  - b. Have the two site owners agree to and record an easement agreement with King County to ensure the passageway design. (PL1-B-1)
  - c. Provide an alternate passageway design if the easement can't be secured. (PL1-B, PL2 Uptown)
- 4. **Ground Level Design:** The Board approved of the smaller retail spaces along 1<sup>st</sup> Ave N and the space at the corner of the half block passage and 1<sup>st</sup> Ave N, but noted that the entries into these spaces should not look residential. The Board asked to see further development of the entry into and the half block passage, and the design relationship of

the half block passage to the live/work units to the alley. (PL1-B, PL2 Uptown, DC1-VI, DC4-B, DC4-C)

- a. Show how the entry and half block passage way will be experienced, addressing safety, privacy, signage, lighting and the entry sequence, and the corner retail space. (PL1-B, DC4-B, DC4-C)
- b. Design the relationship of the live/work units to the alley and through block passage, including way finding, access and privacy for the units. (DC1-VI)
- c. Design the retail space entries to read as commercial entries, not residential. (PL3-A-1)
- d. Consider opening the live/work units and corner retail space into the half block passage. (PL3-I-i)

**For the Recommendation Meeting:**

- Provide window studies to show the relationship of the design to the existing structures at the north and south lot lines.
- If needed, provide sections showing the relationship of any upper massing protruding over the street level spaces.

**DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance it was determined that the following departure would be needed.

**SMC23.48.735 - Upper-level setback requirements in SM-UP zones;** The code requires in all SM-UP zones, any portion of a structure greater than 45 feet in height or 65 feet in height must be set back from a lot line that abuts a designated street shown on Map A for [23.48.735](#). The map shows the site along 1<sup>st</sup> Ave N requires a setback above 45' in height. A setback of an average of 10 feet from the lot line is required for any portion of a structure exceeding the maximum height that is permitted without a setback.

Option 3 was presented with two street facing sections of the structure in the required setback area for two stories above 45', with the proposed structures setting back above 65'.

The Board indicated support for a departure to allow the design and stated that in responding to the Board's guidance, a design with one section protruding into the setback area at a height up to 75' may be considered.

## DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

#### CS1-A Energy Use

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

#### CS1-B Sunlight and Natural Ventilation

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

#### CS1-C Topography

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

#### CS1-D Plants and Habitat

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

#### CS1-E Water

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

**CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

#### CS2-A Location in the City and Neighborhood

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**CS2-C Relationship to the Block**

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

repeating elements to add variety and rhythm to the façade and overall building design.

**CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***Uptown Supplemental Guidance:***

**CS2-I Responding to Site Characteristics**

**CS2-I-i. Pedestrian Character:** Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

**CS2-I-ii. Outdoor Dining:** In the Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

**CS2-II Streetscape Compatibility**

**CS2-II-i. Gateways:** Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map on page v. Seek opportunities for welcoming signage that is specific to the Uptown neighborhood at gateway locations (see Map on page v). Architecture should also reinforce gateway locations.

**CS2-II-iii. Uptown Urban Area:** In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center. Encourage wide sidewalks to accommodate high pedestrian volumes during event times, and create safe, well marked crossings at entrances to the Center. Streetscape furniture and landscaping should be sited and designed to accommodate the flow of event crowds. Buildings on and adjacent to the Seattle Center campus should be sited to create relationships and connections between the Center and surrounding Uptown neighborhoods.

**CS2-II-iv. Uptown Heart Area:** In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.

#### **CS2-IV Height, Bulk and Scale Compatibility**

**CS2-IV-i. Reducing Visual Bulk:** Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street. This has the effect of reducing the impact of the structure height on the sidewalk below as well as reducing the length of shadows over the street. Where the Code regulates podium height, the additional 3' applies to the podium.

**CS2-IV-ii. Facade Width in Uptown Heart:** In the Heart of Uptown character area, break facades into smaller massing units. Encourage a horizontal rhythm in the range of 30' to 60', in keeping with a main street scale, particularly at street level.

**CS2-IV-iii. Massing in the Uptown Urban Character Area:** larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.

### **CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

#### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

#### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.



**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

## **PUBLIC LIFE**

**PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

### **PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

### **PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

### ***Uptown Supplemental Guidance:***

#### **PL1-I Streetscape Compatibility**

**PL1-I-i. Streetscape Continuity:** Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses. For example, an on-site plaza should not unduly interrupt the retail continuity of a street.

**PL1-I-ii. Plaza Location:** Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

**PL1-I-iii. Open Space Scale/Definition:** Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.

#### **PL1-II Landscaping to Reinforce Design Continuity with Adjacent Sites**

**PL1-II-ii. Streetscape Landscaping:** Throughout Uptown, streetscape landscaping as per the guidelines CS2.II, PL1, PL2 and PL4 is encouraged.

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

***Uptown Supplemental Guidance:***

**PL2-I Entrances Visible from the Street**

**PL2-I-i. Prominent Entrances:** Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

**PL2-I-ii. Street Life:** Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

**PL2-II Pedestrian Open Spaces and Entrances**

**PL2-II-i. Pedestrian-Friendly Entrances:** Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

**PL2-II-ii. Defensible Space:** Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

**PL2-II-iii. Pedestrian Experience:** Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. v).

**PL2-II-iv. Lighting:** Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

**PL2-II-v. Seattle Center Street Activation:** In the Uptown Urban and Heart of Uptown character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.

### **PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

#### **PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

#### **PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**PL3-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

#### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

#### ***Uptown Supplemental Guidance:***

##### **PL3-I Human Activity**

**PL3-I-i. Active, Customer-oriented Retail Storefronts:** A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level. The ground floor of buildings in this character area should help create the most active and vibrant street environment in Uptown. A variety of narrower store-front shops are preferred to wide continuous single storefronts.

**PL3-I-ii. Retail Spaces:** Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map on page v. The physical scale of these streets and their buildings is the most appropriate to accommodate major retailers in Uptown without detracting from street activity levels and character.

**PL3-I-iii. Outdoor Dining:** Throughout Uptown encourage outdoor dining.

##### **PL3-II Transition Between Residence and Street**

**PL3-II-ii. Fencing:** Where the incorporation of decorative gates and fencing may be necessary to delineate between public and private spaces, these features should be softened by landscaping where feasible. Fenced areas should be large enough to provide sufficient space for residents to personalize private entrance (e.g., include potted plants or other personal amenities).

#### **PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

##### **PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

##### **PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

**PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

***Uptown Supplemental Guidance:***

**PL4-I Pedestrian Open Spaces and Entrances**

**PL4-I-i. Transit Amenities:** Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate. These boxy shelters visually obstruct storefronts and provide cover for criminal activity. Building designs are encouraged that integrate canopies to accommodate transit riders and nurture stewardship of transit stops by property owners and businesses.

<b>DESIGN CONCEPT</b>
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**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

#### ***Uptown Supplemental Guidance:***

##### **DC1-I Parking and Vehicle Access**

**DC1-I-i. Surface Parking:** Throughout Uptown the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.

**DC1-I-ii. Preferred Alley Access:** Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.

##### **DC1-II Blank Walls**

**DC1-II-i. Landscaped Walls:** Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls. Larger wall areas should include landscaped treatments at the wall or between the wall and public rights-of-way, but not in a manner that would create unsafe conditions (e.g., create hiding spaces or provide exterior access to higher floors).

**DC1-II-ii. Artistic/Decorative Surfacing:** In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall treatment to landscaping in some locations. However, painted murals are the least preferred solution to larger wall areas in Uptown.

##### **DC1-III Retaining Walls**

**DC1-III-i. Wall Materials:** Throughout Uptown retaining walls should be constructed of materials that will provide substantial pattern and texture. Rockery, stone, stacked stone or concrete, or brick are preferred. Poured concrete or other smooth treatments/materials are strongly discouraged, unless treated to provide textural or design interest. Walls should be appropriately designed and scaled for the pedestrian environment. Landscaping in conjunction with retaining walls is strongly encouraged.

##### **DC1-VI Treatment of Alleys**

**DC1-VI-i. Clean Alleys:** Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

**DC1-VI-ii. Activation:** In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to "turn the corner" at alley entrances.

**DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

**DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

**DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

**DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

**DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

***Uptown Supplemental Guidance:***

**DC2-I Architectural Context**

**DC2-I-i. Human-Scale Design:** The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.



**DC2-I-ii. Discouraged Features:** Features and materials that are discouraged include:

- a. Peaked parapets or other substantial false roofline facades;
- b. Large expanses of steel and glass;
- c. Concrete block on facade;
- d. Large expanses of walling with little or no detailing;
- e. Large expanses of stucco walling without detailing and windows;
- f. Synthetic stucco; and
- g. Flush window treatments (with little or no detailing).

**DC1-I-iii. Uptown Urban Character Area:** Embrace high quality urban infill, and responds to special relationships with nearby civic institutions. The following features are encouraged:

- a. Consistent street wall;
- b. Engaging the sidewalk / storefront transparency;
- c. Building siting that responds to Seattle Center entry points;
- d. Defined cornices;
- e. High quality, durable materials;
- f. Distinct residential and commercial components; and
- g. Throughout Uptown, upper level balconies are discouraged on the street side of residential buildings. Bay windows are a preferred architectural element on the street side. This guideline is intended to avoid open displays of storage, which are sometimes an unintended consequence of street side balconies.

## **DC2-II Architectural Concept and Consistency**

**DC2-II-i. Cohesive Appearance:** Throughout Uptown, buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

## **DC2-III Human Scale**

**DC2-III-i. Proportioned Design:** Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

**DC2-III-ii. Reduce Visual Bulk:** Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

**DC2-III-iii. Weather Protection:** The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.

**DC2-III-iv. Integrated Exterior Features:** Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged. Signs should be integrated into the overall design of the building. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

**DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**



### **DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

### **DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

### **DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

### ***Uptown Supplemental Guidance:***

#### **DC3-I Landscaping to Enhance the Building and/or site**

**DC3-I-i. Varied, Integrated Landscaping:** Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

### **DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

#### **DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

## **DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

## **DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

## **DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

## **DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

## ***Uptown Supplemental Guidance:***

### **DC4-II Exterior Finish Materials**

**DC4-II-i. Brick/Tile Facades:** Within the Uptown Park and Heart of Uptown character areas, the use of historic looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district. The use of decorative brick façade is consistent historically within the Uptown area, with a strong concentration just north of the district across W. Mercer St. Facade detailing is strongly encouraged and buildings may incorporate both materials to provide a richer finish.

### **DC4-III Commercial Signage**

**DC4-III-i. Preferred Signage:** Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

### **DC4-IV Commercial Lighting**

**DC4-IV-i .Lighting for All-Day Activity:** Uptown accommodates shopping and eating experiences during the dark hours of the Northwest’s late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.

**BOARD DIRECTION**

At the conclusion of the Early Design Guidance meeting, the Board recommended moving forward to MUP application.